



GMC



The 2014 *Chevrolet SS*

The 2014 Chevrolet SS, Chevrolet's first V8 rear-wheel-drive performance sedan since 1996, is designed to deliver performance on the street and on the track.

Sharing its underpinnings with the Camaro, Caprice Police Patrol Vehicle and Holden's VF Commodore, the SS benefits from a proven, race-tested, global rear-wheel drive architecture.

The SS features a high performance version of the legendary Chevrolet 6.2L V8 small block engine and a 6-speed automatic transmission equipped with TapShift®.

Here's a closer look at the new SS.

POWERTRAIN

V8 Engine

The all-aluminum small-block 6.2L V8 engine (RPO LS3) produces 415 horsepower (310 kW) @ 5900 rpm and 415 lb.-ft. of torque (563 Nm) @ 4600 rpm, which propels the SS to a 0-60 acceleration time of about five seconds.

dexos 1™ SAE 5W-30 is the recommended viscosity grade for the 6.2L engine. Do not use other viscosity grade oils such as SAE 10W-30, 10W-40, or 20W-50.

Automatic Transmission

The 6-speed automatic transmission includes TapShift controls located on both

the shift knob and the steering wheel. It includes a transmission oil cooler. The engine's torque is channeled to the rear axle, which has a 3.27 ratio for a great feeling of performance.

Sport Shift mode – can be selected for maximum responsiveness. The transmission will delay upshifts and allow earlier downshifts. In addition, the transmission can sense enthusiastic driving, at which point it may delay upshifting and downshift earlier when braking.

Active Select (A/S) mode – allows gears to be selected manually. It can also provide engine braking by selecting the appropriate lower gear on a steep downhill grade.

CHASSIS

4-Wheel Independent Suspension

The SS is equipped with 4-wheel independent Sport-Tuned suspension (FE3).

The front suspension is a multi-link MacPherson strut setup with a direct-acting stabilizer bar and progressive-rate coil springs. Camber, caster and toe are fully



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Customer Care and Aftersales

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adjustable. A hydraulically damped bushing is used on the forward end of the tension link for improved ride isolation.

The rear suspension is a multi-link independent system with progressive-rate coil springs over shocks; decoupled stabilizer bar and fully adjustable camber and toe. High lateral stiffness for handling is provided by three lateral ball joints per side with improved longitudinal compliance. A rubber isolated suspension frame isolates the body from road imperfections and drivetrain vibrations.

Electric Power Steering

The Electric Power Steering (EPS) system uses a forward-mounted steering rack. The variable-effort electric power-assisted rack-and-pinion steering is calibrated to detect constant driver steering wheel load due to factors such as road camber and crosswind. The system will compensate to reduce steering effort to a more neutral level and lessen potential driver fatigue.

Brembo Brakes

Standard front Brembo aluminum 4-piston calipers operate on ventilated 14-inch (355-mm) two-piece rotors. Solid 12.7-inch (324-mm) rotors are used at the rear. The Brembo aluminum brake calipers provide increased stiffness to reduce fluid displacement and caliper deformation without adding weight, reducing brake wear and providing superior braking performance.

Electronic Brake Force Distribution optimizes control of rear brake pressure on all road surfaces and under all vehicle loading conditions.

Electronic Brake Assist senses how hard and fast a driver depresses the brake pedal and gives extra braking assistance, if required.

High-Performance Tires

The SS uses ultra-high-performance summer-only Bridgestone tires — 245/40ZR19 on the front, mounted on 19 x 8.5-inch polished forged aluminum alloy wheels and 275/35ZR19 on the rear, mounted on 19 x 9-inch polished forged aluminum alloy wheels. The different size front and rear tires should not be rotated front to rear. Rotate the tires in a side-to-side rotation pattern only.

TIP: Summer performance tires should not be used for driving in winter conditions. Doing so will adversely affect safety and performance.

Depending on equipment, the SS may come with a full size 245/40ZR19 spare tire that is the size that comes as original equipment on the front of the vehicle. If a flat tire occurs on the rear of the vehicle and the spare tire is installed, a 275/35ZR19 tire must be installed on the rear of the vehicle as soon as possible.

CONVENIENCE AND ENTERTAINMENT

MyLink Infotainment System

The Chevrolet MyLink infotainment system is standard on the SS and is accessed via an 8-inch (203 mm) diagonal color touch screen housed in the center stack.



The system features a Bose® 220-watt, 9-speaker premium sound system including subwoofers, a CD player and navigation.

Standard Automatic Parking Assist

SS is the first Chevrolet to offer Automatic Parking Assist, which provides hands-free parking help. The system uses an ultrasonic sensing system to detect the width and depth of either parallel or reverse right-angle parking spaces. While the driver controls the throttle, transmission and brake, Automatic Parking Assist controls the steering input necessary to park the vehicle.

When activated, the system searches for parking spaces to the right of the vehicle. To search for a parking space to the left, turn on the left turn signal.

If the vehicle is in R (Reverse), but does not steer into the expected space, the system may be maneuvering the vehicle into a previously detected space.

ELECTRICAL ARCHITECTURE

The 2014 SS uses GM's Global A electrical architecture, which requires the use of the Global Diagnostic System 2 (GDS 2) software and the Multiple Diagnostic Interface (MDI) module.

Because the Chevrolet SS is built in Australia, the navigation path used to select the vehicle when using SPS to

reprogram a control module is slightly different. Follow these steps:

1. In the Service Programming System – Validate/Select Vehicle Data – Sales-make screen, select the drop down menu.
2. Scroll down the menu until Chevrolet Holden appears.
3. Select Chevrolet Holden.

SAFETY AND CRASH AVOIDANCE

Forward Collision Alert is standard and uses a digital camera to help drivers avoid front-end collisions. It is a warning system only and does not apply the brakes.

The high-resolution digital camera is mounted on the windshield, ahead of the rear view mirror. The system looks for vehicles ahead and uses the vehicle's Head-Up Display (HUD) to warn drivers if they are following another vehicle too closely. The system detects vehicles within a distance of approximately 197 ft (60 m) and operates at speeds above 25 mph (40 km/h).

Lane Departure Warning is a camera-based lane detection system that uses a camera sensor mounted on the windshield ahead of the rearview mirror to detect the lane markings. It warns the driver of unintentional lane departures if the vehicle is crossing a lane without using a turn signal.

Side Blind Zone Alert uses radar sensors on both sides of the vehicle to look for other vehicles in the side blind zone areas and indicates their presence with LED-lit symbols in the outside mirrors.

Rear Cross Traffic Alert uses the same sensors as the Side Blind Zone Alert system to warn drivers of approaching vehicles when backing out of a parking spot, including angled parking. Visual and audible alerts are triggered if moving vehicles are detected.

TOWING

The 2014 SS was neither designed nor intended to be towed with any of its wheels on the ground. If the vehicle must be towed, use a flatbed car carrier.

There are two oval-shaped slots under the front of the vehicle that should be used to move a disabled vehicle. To hook to the vehicle, use only these slots. The slots can be accessed through the splash shield. Use an appropriate size T-hook for the slot. Use the proper nylon strap harnesses around the tires to secure the vehicle on the flatbed carrier.

continued on page 3

New Service Information Text Formats and Graphics

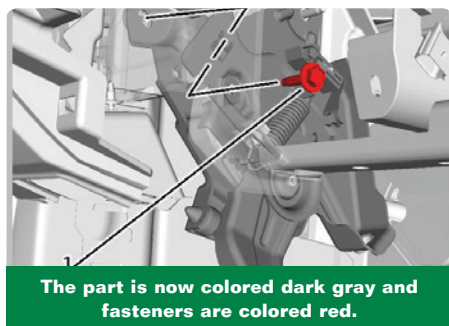
The Service Information is getting a new look in 2014. When referring to some repair procedures, technicians will notice better graphics and more direct text information along with a reduction in the number of links to removal procedures. The implementation of these graphics and text will start with the 2014 model year, and there will be a mix of the new and old styles as new procedures are written.

New Graphics

Newly developed graphics are replacing the current line style graphics in some service procedures. The new, larger shaded graphics feature a more realistic image with better part and background definition. The callouts are captured inside the graphic image.

Graphics will feature three shadings:

Part – darkest grey shading
Background – lighter grey shading
Fasteners – red

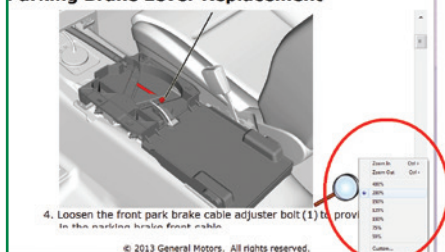


The part is now colored dark gray and fasteners are colored red.

The use of color on fasteners will help them stand out, while still being able to print clearly in black and white.

The higher resolution graphics also have better graphic quality when magnified. When viewing the Service Information on Internet Explorer 8 or 9, use the % button in the bottom right corner to increase text size without distorting the graphic quality.

Parking Brake Lever Replacement



Graphics and text can be magnified without any loss in resolution.

Text Strings

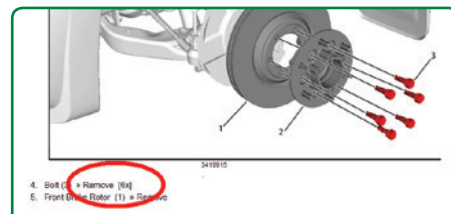
Text strings are being introduced in the Service Information procedures in an effort to increase consistency and commonize global phrases. The text strings are common, predefined, fixed phrases.

Two styles of text strings will be used in service information:

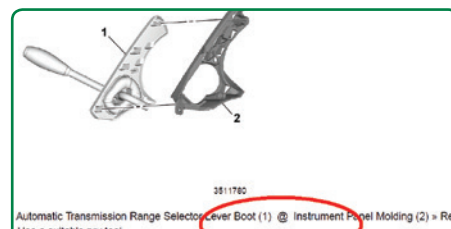
- Sentence Text Strings are used when frequently used procedure steps require additional explanation. They are complete sentences that contain the necessary elements to describe an action or a fact. For example: [Apply grease to the fastener, otherwise the threads will strip out.]
- Chained (Component) Text Strings contain a component name and an action verb. They are used when little explanation is required to complete the step. For example: [Engine Control Module][Remove]

In a procedure with text strings:

- A chevron (») is followed by the action verb
- An X in brackets indicates the number of parts to remove/install
- RPO codes or optional equipment are shown in brackets {RPO}
- An @ symbol is used where "from the" or "to the" was used before.



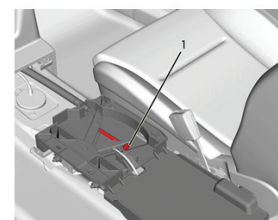
An X in brackets indicates the number of parts



The @ symbol means "from the" or "to the"

Text string usage is currently being implemented for Mechanical Service Information only. Electrical Service Information text string usage is still under development and will be implemented in the future. Both text string styles may appear in the same service procedure along with free flow text.

1. Fully release the parking brake lever.
2. Front Floor Console Bracket Replacement » Remove
3. Front Floor Console Extension Panel Replacement - Left Side » Remove



More concise new style text

Thanks to Bob Scherer, Kevin Jakobiak and Peter Allen

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PRE-DELIVERY INSPECTION (PDI)

The factory-installed shipping spacers in the front coil springs provide additional clearance during vehicle transportation and MUST be removed when performing the PDI. With the vehicle on a hoist, remove the shipping spacer and repeat for the other side.

The factory-installed rear disc brake rotor protection covers also MUST be removed when performing the PDI. With the vehicle on a hoist, rotate the wheel while at the same time pulling the torn end of the cover away from the disc brake rotor and wheel. Ensure that all material is removed and repeat for the other side.

In addition, check the tire air pressure during PDI. The pressures are set higher for shipping. The tires pressure should be set at 36 lbs. Refer to the Tire and Loading Information Label near the driver's door latch.



Remove the spacer in the front springs.

Thanks to Brad Thacher and Sherman Dixon

When and How to Submit a Field Product Report

The information submitted by technicians in Field Product Reports is a critical part of the product problem resolution process. The details provided on timely issues affecting new vehicles, especially during the launch of new models, help in identifying and addressing all types of conditions.

3 Critical Points

When considering when to submit a report, determine if it meets the following three critical points.

Critical Product Concern – Safety concern, no start, walk-home condition

Critical Timing – Safety concern, vehicle in dealership, plant build concern

Critical Information – More details, including photos or videos to better understand a condition

Field Product Reports can be helpful in communicating a number of conditions, such as wiring harness routing damage (submitted with photos), repetitive repairs not addressed by a Bulletin or PI, or significant issues not covered under warranty (including conditions considered normal operation or found during PDI).

Keep in mind that issues with the Service Information, Bulletin information and Labor Times should be addressed through Service Information Feedback, not a Field Product Report.

New App

The new Field Product Report application makes it easier and more convenient to create and submit a report. The new app, GM Field Product Report, is free and can be found on the app stores for Android and Apple devices.

To use the new app, simply download it to your mobile device and log in using your GlobalConnect ID and password (user profile information must be filled out on the initial use), and then start filling out the required fields. You can also include up to six photos or up to 30 seconds of video.

In addition to the Field Product Report app, reports can still be submitted via email. Fill out the form located on GM GlobalConnect > Service Workbench > Service Forms and email it to electronicproductreport@gm.com.

For more information about the Field Product Report process, refer to Bulletin #02-00-89-002L (U.S.) or Bulletin #10-00-89-006 (Canada).

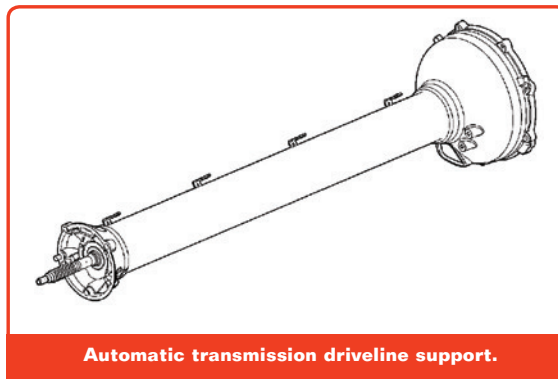
🙏 Thanks to Ray Romeo

Corvette Driveline Support Alignment

If the driveline support (torque tube) is removed from the 2014 Corvette for any reason, special care must be taken to make sure the propeller shaft splines are in alignment with the front hub bearing. The Driveline Support must be aligned with the engine bell housing before attempting to tighten any attachment bolts.

TIP: The propeller input shaft front bearing positioning system is designed to withstand an insertion force of no more than 582 Y (130 lb). If the fastening bolts are used as an installation method, it may create force above this amount and damage the crankshaft thrust bearing.

When reinstalling the driveline support, the angle may be slightly off horizontally or vertically. This can make the driveline support



difficult to align. Do not use the bell housing attachment bolts to draw the driveline support tight against the bell housing. Any small amount of misalignment may cause the input splines of the propeller shaft to catch on the crankshaft, driving it forward. If the engine is started in this condition, it may cause the crankshaft thrust bearing to be immediately worn, necessitating engine replacement.

Refer to the appropriate Service Information for complete procedures on alignment and installation of the driveline support to ensure that the propeller shaft is properly aligned to the front hub bearing.

🙏 Thanks to Gary Kirrkamm

Rough Idle Condition

Some 2013-2014 ATS models equipped with the 2.5L engine (RPO LCV) may have a rough idle when the engine is at operating temperature. The roughness is usually noticed through the seat of the vehicle.

Updated software calibrations are available on TIS2Web to address this condition. For 2013 models, reprogram the Engine Control Module (ECM) and the Fuel Pump Control Module (FPCM). For 2014 models, reprogram the ECM and the Chassis Control Module (CCM).

Each module must be programmed separately, not sequentially. Contact the Techline Customer Support Center (TCSC) at 1-800-828-6860 (English) or 1-800-503-3222 (French) for programming instructions.

🙏 Thanks to Mark Gordon

Electrical Diagnostic Test Probe and Terminal Release Tool Kits

Electrical terminals are critical to the operation of all electrical circuits. Terminals are quite reliable. But, because they are small, precision-made components, terminals may be damaged by improper assembly and disassembly, improper testing, corrosion or use of non-GM-approved service tools. If a terminal becomes damaged, it may have to be replaced.

Bosch Automotive Service Solutions is presently offering two GM-approved test probe and terminal release (pick) kits — containing only the most frequently used tools — at discounted pre-order pricing until December 31, 2013. Products will be available during February 2014.

Terminal Test Probes

When testing an electrical terminal, insert a test probe into the terminal, then touch the Digital Multimeter (DMM) probe to the open back side of the test probe.

Never touch the probes of a DMM to a terminal, either in an electrical harness or on a component. The mating surfaces of the terminal could be deformed or otherwise damaged. This could result in poor retention or a poor electrical connection.

Test probes are made in a variety of sizes, both male and female. Mating terminal probes are color coded for quick identification.

To test an electrical circuit that is carrying current, unplug the connector, and then insert matching male and female test probes into the corresponding circuit terminals. Join the test probes with the appropriate jumper cable to complete the circuit. Then perform the test by applying the DMM probe to the back side of the test probe.

Terminal Release Tools

When it is necessary to remove an electrical terminal from a connector, use the appropriate terminal release tool, or pick.

A small lock tang retains the terminal in the matching connector by engaging a lock shoulder in the connector. It is necessary to depress the lock tang to slide the terminal out. There is a canal in the connector to permit installing the appropriate terminal release tool to depress the lock tang.

Many connector pairs use a Connector Position Assurance lock (CPA) to ensure that the connector halves remain together. A CPA cannot be installed until the connector halves are properly mated. And once the CPA is installed, the connector halves cannot be disassembled until the CPA is removed.

Many terminals also use a Terminal Position Assurance lock (TPA) to ensure that the terminal remains installed into the connector.

Terminal Test Probe Kit and Terminal Release Tool Kit Offers

EL-35616-300 Terminal Test Probe Kit

Price: \$73.35 (USD)

Bosch J-35616 Terminal Probes are the tools of choice for wiring and electronic component diagnosis. They are GM approved and engineered to support proper diagnosis and will not damage terminals or harnesses. The EL-35616-300 Probe Kit includes only the most popular probes and components that are required to service 80-90% of current GM vehicles globally. It is a less expensive option than the complete J-35616-F kit.

The kit includes:

- 963716-2-PKG Micro .64 Terminal Test Lead Package
- J-35616-64B - Blue Male Micro .64
- J-35616-65B - Blue Female Micro .64
- J-35616-35 - Purple
- J-35616-14 - Green
- J-35616-16 - Light Green
- J-35616-2A - Gray
- J-35616-4A - Pink
- J-35616-20W - White Jumper Cable
- J-35616-20G - Green Jumper Cable
- Storage Pouch



Terminal Test Probe Kit

EL-38125-300 Terminal Release Tool Kit

Price: \$98.60 (USD)

Bosch J-38125 Terminal Picks (release tools) are the only GM-approved products to remove terminals from connector bodies. Engineered to GM specifications, these tools will not damage terminals or harnesses during service. Other terminal removal devices and methods that do not meet GM-approved specifications may cause damage to terminals and wiring harnesses. The Pick kit contains only the most popular tools that are required to service the majority of current GM vehicles globally.

The kit includes:

- J-38125-11A Dark Blue
- J-38125-12A Light Transparent Green
- J-38125-21 Red Delphi Micro 0.64
- J-38125-553 Black "Chisel Point"
- J-38125-216 Brown
- J-38125-215A Purple
- J-38125-213 Gray Micro 0.64
- J-38125-561 White
- Storage Pouch



Terminal Release Tool Kit

To order either kit, call 1-800-GM-TOOLS or visit gmspecialservicetools.service-solutions.com. Purchase two or more of each kit and receive an additional 5% discount.

☺ Thanks to Chuck Berecz

Corvette Tire Chatter

The Corvette always has been built to perform. Part of the ride and handling equation is the high-performance tires available on recent Corvettes.

The 2014 Corvette is equipped with standard P245/40ZR18 front and P285/35ZR19 rear performance summer-only tires and the Z51 Performance Package includes P245/35ZR19 front and P285/30ZR20 rear Michelin Pilot Super Sport ZP summer-only tires. These tires may have a chatter noise during low speed turns.

The tread design of the Goodyear F1 tires on the 2011-2013 Corvette Grand Sport and Z06 models also is more susceptible to tire chatter or hop than the tread design on previous F1 tires.

Tire chatter noise, caused by the large amount of tire scrubbing across the pavement, occurs most often during low speed, tight turns (in all directions) when the tires are cool, usually after an extensive ambient soak of the vehicle. The chatter typically diminishes when the tires warm up, but may increase on wet pavement. This is a normal characteristic of the high-performance tires.

It's important not to confuse a tire chatter condition with a possible rear differential chatter noise.

A vehicle soak of at least eight hours during cool ambient temperatures is required prior to evaluation on a clean, dry asphalt or concrete road surface. There should be sufficient space for two to three full vehicle turns at idle speed. Limit the evaluation to no more than four full vehicle circles.

To evaluate the noise condition:

1. With the engine running and the vehicle at rest, turn the steering wheel until full steering lock is achieved.
2. Shift into gear. The noise should be heard once the vehicle has made one to two circles.
3. With the vehicle moving in a tight circle and the noise present, move the steering wheel in 1/4 turn increments away from the full lock position. A maximum of 1/2 to 3/4 turn should be sufficient to determine the source of the noise.
4. Place a hand at the 6 o'clock position as a reference indicating full lock. Move the steering wheel to the 3 or 9 o'clock position and hold it for two to three seconds. Repeat if necessary for a maximum of four complete vehicle circles.

If the noise is caused by front tire hop, it will reduce in severity or cease during the turning sequence as soon as the steering wheel is turned. A 1/4 steering turn will usually dramatically reduce front tire chatter.

If the noise is caused by rear differential chatter, it will not be reduced in severity when turning the steering wheel, but may be reduced in frequency. If the differential is the cause of the noise, refer to Rear Drive Axle in the appropriate Service Information.

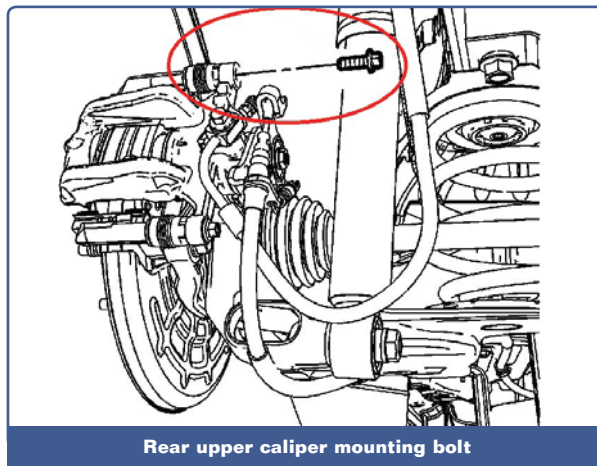
For additional information, refer to Bulletin #09-04-20-001D and to the May 2010 Emerging Issues seminar, course number 10210.05.

🙏 Thanks to Jeremy Richardson and Art Spong



Rear Brake Noise on First Apply

On some 2013 Encore AWD and Trax AWD (Canada only) models, after the vehicle is first started, a rear brake noise may occur during the first time the brakes are applied when backing up. The noise also may occur the first time the brakes are applied with the vehicle in Drive. The vehicle may have been sitting only a few hours or overnight.



Rear upper caliper mounting bolt

To eliminate the noise, install a dampener (P/N 13343688) and bolt (P/N 13343686) in place of the rear upper caliper mounting bolts. Refer to the appropriate Service Information (the Brakes section under Rear Disc Brake Pads Replacement) for bolt removal instructions and the proper torque specification.

🙏 Thanks to Matthew Zajechowski

Power Liftgate Inoperative with Key Off

The power liftgate may be inoperative on some 2007-2014 Escalade models, Suburban, Tahoe and Yukon models when using any of the switches or the Remote Keyless Entry transmitter with the ignition in the OFF position. If the ignition is in the Accessory or the ON position, the liftgate will operate correctly.

To correct this condition, check for power on the Accessory Wake Up Data Line going to the ECM and the TCM. With the key in the Accessory position, check for battery voltage on circuit 5985 going to pin 18 (2007 and 2010-2014 model years) or to pin 31 (2008-2009 model years) of connector 1 to the ECM and Pin 11 (RPO MT1 transmission) or Pin 9 (RPO MYC transmission) to the TCM.

If no voltage is present with the key in the accessory position, check for a wiring or pin fit concern.

🙏 Thanks to Scott Fibranz

Cylinder Out-of-Round Diagnosis

During engine diagnosis of 2014 and prior GM cars and trucks for engine oil consumption, misfire, cylinder leakage or blow-by, an engine block may be inspected for possible cylinder bore damage, scoring or an out-of-round condition.

GM has not had an issue with cylinders being machined out-of-round for any engine family in recent history. When inspecting the engine block to determine if the cylinder bores are good, look for the following items.

TIP: The peak-to-valley specification for crosshatch is 0.65 – 2.8 microns. Any deviation and the crosshatch will be gone. Even if a cylinder is suspected of being oversize, it can only be confirmed by checking with an air gauge at the engine plant.

- **Cylinder damage or scoring** – the cylinder walls will contain grooves deep enough to catch with a fingernail.
- **An out-of-round cylinder bore** – the cylinder will contain areas where the crosshatch is missing or worn from different sections of the cylinder bore. If the crosshatch is all the way around the bore from top to bottom, the cylinder bore is not out-of-round.
- **Dirt intrusion** – If the filtering system has been compromised, the engine will wear out very quickly. Grit may be found in the intake runners and the cylinder bores may appear to be lightly sand blasted. The crosshatch will be faint without sharpness.



Out-of-round cylinder

- **Catalytic converter failure** – If a converter fails and the brick is broken, the dust can be drawn back into the engine. A block showing this type of failure will have bores that look to be sand blasted. Back cylinders will go first if caught early; otherwise, there will be no crosshatch and the engine will need to be replaced.

🙏 Thanks to Richard Renshaw

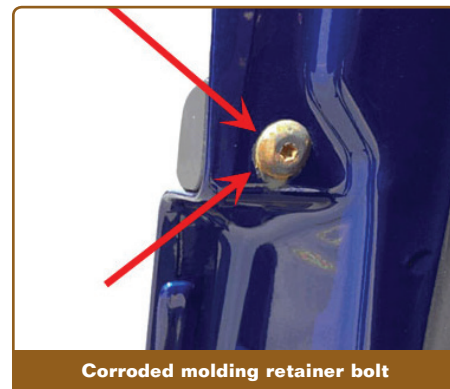
Molding Retainer Bolt Corrosion

Some 2014 Silverado 1500 and Sierra 1500 trucks built prior to August 13, 2013 may have a front side door window belt molding retainer bolt that is corroded.

Replace the bolt with part number 11515397. Apply Red Thread Adhesive (P/N 89021297, U.S.; P/N 10953488, Canada) or equivalent to the bolt threads.

Tighten the bolt to 27 lb.-in. (3 N-m).

🙏 Thanks to James Will



Corroded molding retainer bolt

Electric Cup Holder Cover Operation

The 2014 CTS sedan features a center console electric cup holder cover. The cover may become inoperative if the customer has pushed the cover up and over the full open stop, where the cover is open and will not close.

Gently pull up and rearward at the same time on the front of the cup holder cover. Use a trim stick to gently pry up the rear portion of the cover to lift the rear edge up and over the full open stop. This procedure should reposition the door to the correct side of the stop and allow proper operation.

Advise the customer not to use excessive force while operating the cover.

🙏 Thanks to Stephen Jacob



Electric cup holder cover

Inoperative Spark EV Air Conditioning

On some 2014 Spark EV models (RPO EN0), the air conditioning may be inoperative and/or the Service Vehicle Soon (SVS) MIL (resembles a car with an exclamation mark in the middle) may be illuminated. A history DTC P0071 (Ambient Air Temperature Sensor Performance) may be set.

Use GDS2 to capture any DTC Freeze Frame or Failure Records prior to clearing the DTCs. If DTC P0071 is current (failed during the current key cycle), follow the appropriate Service Information diagnostics.

If the vehicle build date is before July 15, 2013 and the DTC is set in history, or there is an intermittent no air conditioning concern, the Hybrid Powertrain Control Module 2 (HPCM2) software needs to be updated. Program the K114B (HPCM2) software using TIS2Web.

🙏 Thanks to Brian Ciaverella



Service Vehicle Soon MIL

Revised Operation of Hazard Switch

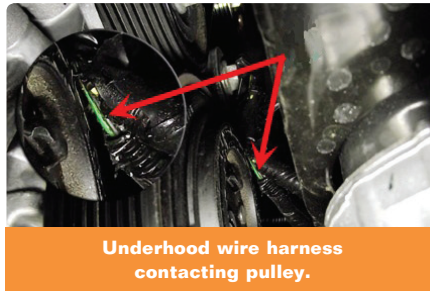
A BCM calibration has changed the operation of the hazard switch on 2014 CTS sedan models produced after October 11, 2013, or any vehicle that has had the BCM programmed during service. After the calibration update, the hazard switch must be pressed and held for one second before the hazard flashers will operate.

Advise customers that the hazard flashers may not activate during the first press of the switch if the switch is not held for one second.

👤 Thanks to Stephen Jacob

Buzzing Noise at Right Front Wheel

Some 2012-2013 LaCrosse, Regal; 2013 Malibu Eco; and 2014 Impala Eco models with eAssist (RPO HP6) may have a buzzing or humming noise heard in the right front at times, both when turning or driving straight. The Service Brake Assist message may be displayed or the ABS MIL or Service Engine Soon MIL may be illuminated. DTCs C027B (Brake Booster Electric Vacuum Pump), C0040 (Right Front Wheel Speed Sensor Circuit) and P0CBE (Drive Motor Coolant Temperature Sensor Circuit Low Voltage) may be set.



This condition may be caused by the underhood wiring harness contacting the crank pulley, air conditioning compressor pulley or accessory drive belt due to misrouting or not being secured properly.

Repair the wiring as needed or replace the harness. Properly route and secure the harness. Once wiring repairs are complete, confirm proper brake booster vacuum pump operation. The pump can be commanded on using GDS2. Clear all DTCs.

👤 Thanks to Christopher Crumb

Heated/Cooled Seat Operation during Remote Start

The heated and cooled seats available on the 2014 Silverado 1500 and Sierra 1500 trucks can be set to turn on during a remote start. The seats will only turn on if the ambient temperature meets the predetermined threshold.

During a remote start, the heated seats will turn on when ambient temperature is below 50° F (10° C).

During a remote start, the cooled seats will turn on when ambient temperature is above 80° F (27° C).

Use the Vehicle Settings menu to enable the seats to turn on during a remote start.

TIP: The heated or cooled seat indicator lights do not turn on during a remote start and the temperature performance of an unoccupied seat may be reduced. This is normal.

👤 Thanks to James Will

TECHLINK

GM TechLink is published for all GM retail technicians and service consultants to provide timely information to help increase knowledge about GM products and improve the performance of the service department.

Publisher:

John Meade
GM Customer Care and Aftersales

Editor:

Lisa G. Scott
GM Customer Care and Aftersales

Technical Editor:

Mark Spencer
✉ mspencer@gpstrategies.com

Production Manager:

Marie Meredith

Desktop Publishing:

5by5 Design LLC
✉ dkelly@5by5dzn.com

FAX number:

1-248-729-4704

Write to:

TechLink
PO Box 500
Troy, MI 48007-0500

GM TechLink on the Web:

GM GlobalConnect

General Motors service tips are intended for use by professional technicians, not a "do-it-yourselfer." They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the information applies to your vehicle or that your vehicle will have that condition. See a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information.

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Service Know-How

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Car Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2013	SRX, XTS, ATS – Incorrect Gulf of Mexico map location	A S/W update has been released to address this condition. A USB drive (Blue) was sent to dealers.	Replace the HMI or any other components for this issue.	PI1062
2013-2014	ATS, XTS, SRX, Impala, CTS – Diagnostic tips for adaptive cruise control inoperative or adaptive cruise control temporarily unavailable message displayed on DIC	Install accessory grille on non-adaptive cruise control vehicles only.	Install accessory grilles on vehicles w/adaptive cruise control.	PI1036B
2012-2013	LaCrosse, Regal, Malibu – Product Safety - Loss of battery charge – replace generator control module	Replace the Generator Control Module.	Replace the Generator Control & Battery Module.	13142
2012-2014	Sonic – Shifter handle knob cracked and/or will not operate while shifting out of Park	Replace shifter handle.	Replace shifter assembly.	PI1086
2014	ATS – Engineering Information - Increased steering effort, service power steering message displayed on DIC, DTCs C047A, C056D, C056E, C0544 or C0475 set	Contact Engineering as requested.	Replace the steering gear.	PIE0271
2013	ATS – Software Update (over the air) for adaptive forward lighting system	Reprogram the Headlamp Control Module.	Replace the Headlamp Control Module.	PI1078
2013-2014	ATS – Intermittent service power steering message on vehicle start-up	Check ground G104 and underhood fuse connections.	Replace the steering gear.	PI1097
2014	Malibu – Transmission fluid leak at auxiliary pump seal	Contact the Warranty Parts Center and request WPC part number 735, Aux pump seal.	Replace the transmission assembly or aux pump.	PI1071
2011-2014	Encore, Trax, Volt, Sonic, Cruze – Information on water pump replacement	Confirm there is an existing leak before deciding to replace the water pump.	Replace the water pump for slight staining around the coolant reservoir cup plug.	PI1041A
2006-2014	Corvette – Front tire chatter/noise vs. rear differential chatter	While in a slow full turn (steering wheel turned all the way in one direction), slowly accelerate until the noise is heard. Unwind the steering wheel 90 degrees and maintain the same speed. If the noise goes away or is significantly diminished, this is considered tire hop and it cannot be corrected.	Drain or refill the differential. It is not a differential fluid concern.	09-04-20-001D
2011-2013	Cruze – Odor from HVAC system with temperature control set on high heat and engine at operating temperature	Order part from CCA warehouse.	Place order through Warranty Parts Center.	PI0935B



Truck Issues – Fix It Right the First Time

Model Year(s)	Vehicle Line(s)/Condition	Do This	Don't Do This	Reference Information/Bulletin
2014	Sierra, Silverado – Information on accessory bed liner installation for pre-drilled bed liners and for vehicles equipped with upper tie-downs	Notch plugs prior to install.	Make notches too big or multiple notches.	PI0983A
2014	Impala Limited, CTS-V Sport Wagon, CTS-V Coupe, CTS-V, CTS, Traverse, Enclave, Acadia, Escalade ESV, Escalade, Yukon XL, Yukon, Suburban, Tahoe – Malfunction Indicator Lamp (MIL) on, DTC P069E set	Replace the fuel pump flow control module if there is a DTC P069E set within this build range.	Replace other system components.	PI1082
2011-2014	Terrain, Equinox – Wet carpet/floor at driver and/or passenger foot well areas	If water or water spotting has been diagnosed in the driver and passenger front foot well areas, water test for leaks in the roof ditch molding along the roof panel.	Repair/replace sunroof module or drains unless suspect. Or repair/replace windshield seal unless suspect.	PI1090
2014	Silverado, Sierra – Warm air exhausting from driver and/or passenger front seat back into 2nd-row seating area causing occupant discomfort	Remove blower duct if a customer finds the warm air objectionable.	Replace seat components.	PI1091
2014	Traverse, Acadia, Enclave – Service All Wheel Drive message displayed on DIC, DTC U0136 set	Reprogram the Rear Differential Clutch Control Module.	Replace the Rear Differential Clutch Control Module.	PI1074A
2006-2013	Savana, Express – Front shock mount bracket crack	Install spring seat reinforcement if cracked.	Replace vehicle frame.	PI1080



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